

England Coast Path Stretch: Cleveleys to Pier Head, Liverpool

Report CPH 6: Cabin Hill National Nature Reserve to Pier Head, Liverpool

Part 6.1: Introduction

Start Point: Cabin Hill National Nature Reserve, Formby (Grid reference SD 2834 0484)

End Point: Pier Head, Liverpool (Grid reference SJ 3379 9021)

Relevant Maps: CPH 6a to CPH 6k

6.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Cleveleys and Pier Head, Liverpool.

6.1.2 This report covers length CPH 6 of the stretch, which is the coast between Cabin Hill National Nature Reserve (NNR) and Pier Head, Liverpool. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

6.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

6.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 6.2: Proposals Narrative

The trail:

6.2.1 Generally follows existing walked routes, including public rights of way along most of this length.

6.2.2 Follows a similar alignment to the Sefton Coastal Path from Cabin Hill NNR as far as Marine Lake in Crosby Coastal Park, staying close to the coastline between Hightown and the southern end of Crosby Coastal Park.

6.2.3 Includes five sections of path and a further 10 currently used as a shared cycleway without recorded public rights of way.

6.2.4 In two areas, significant inland diversions are necessary, to take the trail past Altcar Rifle Range and the Port of Liverpool, including the proposed Liverpool Waters development site, neither of which will be subject to new access rights. See maps CPH 6a & 6b and CPH 6g to 6k, 6.2.17 below and Annex C of the Overview: Excepted land categories.

6.2.5 Differs from the existing Sefton Coastal Path at Crosby Coastal Park in order to follow a more seaward route (see map CPH 6f).

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

6.2.6 The following designated sites affect this length of coast:

- Sefton Coast Special Area of Conservation (SAC)
- Ribble & Alt Estuaries Special Protection Area (SPA)
- Liverpool Bay SPA
- Mersey Narrows & North Wirral Foreshore SPA
- Ribble & Alt Estuaries Ramsar site
- Mersey Narrows & North Wirral Foreshore Ramsar site
- Sefton Coast Site of Special Scientific Interest (SSSI) for its wildlife interest
- Mersey Narrows SSSI for its wildlife interest
- Liverpool – Maritime Mercantile City World Heritage Site (WHS)

Maps C and D in the Overview shows the extent of designated areas listed.

6.2.7 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

6.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion.

For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Parts 6b and 6c of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

6.2.9 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare sand path through Hightown Dunes and at Crosby Coastal Park where natural movement of the dunes cover the former promenade;

However, around Altcar Rifle Range, along the shared cycle route and promenade at Crosby Coastal Park and from Seaforth to Liverpool (see maps CPH 6a and CPH 6d to 6k), there is approximately 15 km of path along existing pavements suitable for people with reduced mobility.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

6.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Alt, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the cycle way bridge inland of Altcar Rifle Range, as indicated by the extent of the trail shown on maps CPH 6a & 6b.

6.2.11 This report also proposes that the trail should contain sections aligned on the estuary of the River Mersey, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as Pier Head ferry terminal for the Mersey Ferry, as indicated by the extent of the trail shown on maps CPH 6g to 6k.

See part 5 of the Overview for a detailed analysis of the options considered for these estuaries and our resulting proposals. Part of the Mersey estuary, between the Seacombe ferry terminal and Perch Rock is covered in report BHW 1 Seacombe ferry terminal, Birkenhead to Red Rocks slipway, Stanley Road, Hoylake.

6.2.12 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 6.3.1 below.

6.2.13 At West Lancashire Golf Club (map CPH 6d), we have used this discretion to limit the landward extent of the coastal margin to the Golf Club fence. This has had the effect of reducing the amount of

coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature on the ground, at the landward extent of the sand dunes that could mark the boundary of the coastal margin, but the fence provides an easily identifiable boundary for access users.

6.2.14 In one place, at Hightown Dunes and Meadows Local Wildlife Site, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this. See maps CPH 6c to 6d.

6.2.15 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 6.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 6.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

6.2.16 **Restrictions and/or exclusions:** We have proposed to exclude and restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access for land management and public safety purposes.

6.2.17 The "Liverpool Waters" regeneration scheme is currently one of the largest in the UK. The area covers a 60 ha in a 2km strip of land that slots between the Royal Liver Building and the Port of Liverpool. Most of the area is derelict and incorporates multiple docks and structures. Work is underway to develop the land which contains dangerous structures, such as, docks and derelict buildings. Construction work involving heavy plant and machinery takes place at times that cannot easily be determined in advance. Therefore the following exclusion is proposed:

6.2.18 Access to the land in the coastal margin seaward of route sections CPH-6-S071 to CPH-6-S089 is to be excluded all-year round, by direction under sections 24 and 25(1)(b) of the Countryside and Rights of Way Act (2000) for the purposes of land management and public safety. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map CPH 6A.

Exclusion of access to the saltmarsh/flat.

6.2.19 The mudflats at High Town – River Alt and Brighton le Sands, Crosby are soft and sinking in nature. The flats do not provide a safe walking surface and are subject to frequent tidal inundation. Therefore the following exclusions are proposed:

6.2.20 Access to the mudflat in the coastal margin seaward of route sections CPH-6-S010 to CPH-6-S018 and CPH-6-S025 to CPH-6-S034, is to be excluded all-year round by direction under section 25A of the Countryside and Rights of Way Act (2000), as this area is unsuitable for public access. These exclusions do not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps CPH 6B and 6C.

6.2.21 These directions will not prevent or affect:

- any existing local use of the land by right where such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

6.2.22 Other factors affecting access: Discussions have been held with the Ministry of Defence in relation to the Altcar Reserve Forces Rifle Range (maps CPH 6a to 6c). Parts of the range are already covered by military bylaws that restrict access rights, but the Ministry of Defence has indicated that it is also intending to use its powers under s28 CROW to extend the military safety area and exclude coastal access rights from a specified area of land surrounding the existing excluded area.

6.2.23 At Liverpool waterfront (in the vicinity of route sections CPH-6-S093 and CPH-6-S094), public events held in the area and the docking of passenger ships may mean access to the line of the trail may be interrupted from time to time for short periods, for security. An informal diversion with temporary signage will indicate how walkers may continue. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

6.2.24 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

6.2.25 Column 4 of table 6.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps CPH 6a and 6c to 6g as the proposed route of the trail.

6.2.26 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 6.3.1, the route is to be at the centre of the line shown on maps CPH 6a to 6c and 6g to 6k as the proposed route of the trail.

Other future change:

6.2.27 There are also places described in this report where we foresee the need for future changes to the proposed access provisions once future planned development has completed. These are summarised at part 7 of the Overview.

6.2.28 The route of the trail beyond this length of coast incorporates the use of a ferry at Pier Head. Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

6.2.29 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

6.2.30 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £34,723 and is informed by:

- information already held by the access authority, Sefton Metropolitan Borough Council and Liverpool City Council, in relation to the management of the existing public rights of way and the Sefton Coastal Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

6.2.31 The trail will create 8 km of new access rights, although many of the affected areas are effectively already accessible. There are two main elements to the overall cost:

- A significant amount of new waymarking / fingerposts would be needed on the trail, in particular on route sections where the proposed route differs from the Sefton Coastal Path. Any signs and information boards on the proposed route with outdated information about the existing route of the Sefton Coastal Path would require replacement.
- Some clearance work is required to widen paths at Hightown dunes.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£30,830
Initial route clearance	£339
Project management	£3,553
Total	£34,723 (Exclusive of any VAT payable)

6.2.32 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Sefton Metropolitan Borough Council and Liverpool City Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

6.2.33 There is a potential opportunity to enhance the trail on this length of coast which is mentioned in our proposals (see 6.2.27 and the Future Change section of the CPH Overview), but which is not included in our cost estimate because it is contingent on redevelopment of parts of the dock area which is likely to include a riverside walk which should in time, improve access, (see maps CPH 6j and 6k and 6.2.17 and 6.2.18 above).

Maintenance of the trail:

6.2.34 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

6.2.35 We estimate that the annual cost to maintain the trail will be **£4,334** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 6.3: Proposals Tables

See Part 3 of Overview for guidance on reading and understanding the tables below

6.3.1 Section Details: Maps CPH 6a to CPH 6k - Cabin Hill NNR to Pier Head, Liverpool

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 6.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 6a	CPH-6-S001	Public footpath	Yes – See table 6.3.3	Yes - dune			
CPH 6a	CPH-6-S002	Public footpath	No	No	Fence line	Clarity and cohesion	
CPH 6a to and 6b	CPH-6-S003 to CPH-6-S006	Cycle track (pedestrian)	No	No	Landward edge of track	Clarity and cohesion	
CPH 6b	CPH-6-S007	Public footpath	No	No			
CPH 6c	CPH-6-S008	Public footpath	No	No	Various		Landward margin to property boundaries
CPH 6c	CPH-6-S009	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
CPH 6c	CPH-6-S010	Road	Yes – see table 6.3.3	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 6c	CPH-6-S011	Other existing walked route	Yes – see table 6.3.3	No	Fence line	Clarity and cohesion	
CPH 6c	CPH-6-S012	Other existing walked route	Yes – see table 6.3.3	Yes - dune			Landward margin extends to the back of the dune scrub which coincides with property boundaries.
CPH 6c	CPH-6-S013	Other existing walked route	Yes – see table 6.3.3	No			
CPH 6c	CPH-6-S014	Other existing walked route	Yes – see table 6.3.3	Yes - dune			Landward margin extends to the back of the dune scrub which coincides with property boundaries.
CPH 6c	*CPH-6-S015 to CPH-6-S017	Other existing walked route	Yes – see table 6.3.3	Yes - dune		Additional landward margin	Landward margin extends to beyond the dune scrub to fence / wall in agreement with the landowners
CPH 6d	*CPH-6-S018	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Various	Additional landward margin	Landward margin extends beyond dune scrub to fence and tree line and landward edge of track
CPH 6d	CPH-6-S019	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Tree line	Clarity and cohesion	
CPH 6d	CPH-6-S020	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Various	Clarity and cohesion	Landward margin extends to golf course fence and tree line
CPH 6d	CPH-6-S021 and CPH-6-S022	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Fence line	Clarity and cohesion	
CPH 6d	CPH-6-S023	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 6d	CPH-6-S024	Other existing walked route	Yes - See table 6.3.3	No			
CPH 6e	*CPH-6-S025	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Various	Clarity and cohesion	Landward edge of Crosby Coastal Park
CPH 6f	*CPH-6-S026	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune			
CPH 6g	*CPH-6-S027	Cycle track (pedestrian)	Yes - See table 6.3.3	Yes - dune	Various	Clarity and cohesion	Landward margin to edge of lake then landward edge of path
CPH 6g	*CPH-6-S028 to CPH-6-S030	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6g	CPH-6-S031	Public highway	No	No			
CPH 6g	CPH-6-S032	Public footway (pavement)	No	No			
CPH 6g	CPH-6-S033	Public highway	No	No			
CPH 6g to 6h	CPH-6-S034 to CPH-6-S036	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6h	CPH-6-S037	Public highway	No	No			
CPH 6h	CPH-6-S038	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6h	CPH-6-S039	Public highway	No	No			
CPH 6h	CPH-6-S040	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6h	CPH-6-S041	Public highway	No	No			
CPH 6i	CPH-6-S042	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S043	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 6i	CPH-6-S044 to CPH-6-S047	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S048	Public highway	No	No			
CPH 6i	CPH-6-S049	Public footway (pavement)	No	No			
CPH 6i	CPH-6-S050	Public highway	No	No			
CPH 6i	CPH-6-S051	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S052	Public highway	No	No			
CPH 6i	CPH-6-S053	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S054 and CPH-6-S055	Public highway	No	No			
CPH 6i	CPH-6-S056	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S057	Public highway	No	No			
CPH 6i	CPH-6-S058	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S059	Public highway	No	No			
CPH 6i	CPH-6-S060	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S061	Other existing walked route	No	No			
CPH 6i	CPH-6-S062	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S063	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 6i	CPH-6-S064	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S065	Public highway	No	No			
CPH 6i	CPH-6-S066	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S067	Other existing walked route	No	No			
CPH 6i	CPH-6-S068	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6i	CPH-6-S069	Other existing walked route	No	No			
CPH 6j	*CPH-6-S070 to CPH-6-S072	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6j	*CPH-6-S073	Public footway (pavement)	No	No	Other	Clarity and cohesion	Margin to landward edge of boardwalk
CPH 6j to CPH 6k	*CPH-6-S074 to CPH-6-S077	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6k	*CPH-6-S078	Other existing walked route	No	No	Seaward edge of road	Clarity and cohesion	
CPH 6k	*CPH-6-S079 and CPH-6-S080	Public highway	No	No			
CPH 6k	*CPH-6-S081 to CPH-6-S090	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 6k	CPH-6-S091	Public highway	No	No			
CPH 6k	CPH-6-S092 to CPH-6-S094	Other existing walked route	No	No			

6.3.2 Other options considered: Maps CPH 6a to CPH 6k - Cabin Hill NNR to Pier Head, Liverpool

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CPH 6c and 6d	CPH-6-S015 to CPH-6-S018	We considered whether we should extend the landward margin to cover the full extent of grassland / scrub as far as a physical boundary rather than the default boundary of the extent of the dune habitat at Hightown Dunes and meadows SSSI.	<p>We opted to take the landward coastal margin to the proposed physical feature because:</p> <ul style="list-style-type: none"> ■ It is not possible to identify a physical feature that coincides with the extent of the dune habitat; and ■ The fence and wall is the first identifiable boundary feature, providing clarity for coastal access users. <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 6e and 6f	CPH-6-S025	We considered whether we should extend the landward margin to cover the full extent of grassland / scrub as far as a physical boundary rather than the default boundary of the extent of the dune habitat on the northern part of Crosby Coastal Park.	<p>We opted to take the landward coastal margin to the proposed physical feature because:</p> <ul style="list-style-type: none"> ■ Apart from the parking areas at the northern areas of the park and at Crosby Leisure Centre, it is not possible to identify physical features that coincide with the extent of the dune habitat; and ■ The edge of the greenspace proposed is the first identifiable boundary feature, providing clarity for coastal access users. <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 6f and 6g	CPH-6-S025 to CPH-6-S028	We considered the alignment of the Sefton Coastal Path between the lakes at Crosby Coastal Park, and the suitability of the southern section of the promenade at Crosby Coastal Park, where dunes are accreting.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea; and ■ Although it may become unsuitable for multi-use route, it was still deemed suitable for the trail at present. <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme at the time of making this proposal.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			Rollback will allow the path to be moved from this location if it becomes unsuitable.
CPH 6j	CPH-6-S071 to CPH-6-S089	We considered if there was any way of making a route through the non-operational area of the dock prior to the planned redevelopment.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The area is currently unsuitable for any form of public access and likely to remain so for some time, but ■ We are aware of plans to redevelop this area which may well provide an opportunity to create a riverside path in this area (see other future change section 6.2.27). <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme at the time of making this proposal.</p>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

6.3.3 Roll-back implementation – more complex situations: Maps CPH 6a to CPH 6k - Cabin Hill NNR to Pier Head, Liverpool

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CPH 6a	CPH-6-S001	Sefton Coast SAC Ribble & Alt Estuaries Ramsar site Sefton Coast SSSI and Cabin Hills NNR	<p>If adjoining sections of the trail in Report CPH 5 require to rollback, this section will need to be able to rollback in order to maintain continuity of the route.</p> <p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, NNR) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) [continue to] pass adjacent or through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
CPH 6c to 6g	CPH-6-S010 to CPH-6-S027	Sefton Coast SAC Sefton Coast SSSI	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, NNR) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) [continue to] pass adjacent or through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>

Part 6.4: Proposals Maps

6.4.1 Map Index

Map reference	Map title
CPH 6a	Cabin Hill National Nature Reserve, Ainsdale to River Alt, Formby
CPH 6b	River Alt, Formby to Altcar rifle range, Hightown
CPH 6c	Altcar rifle range, Hightown to Hightown Dunes and Meadows
CPH 6d	Hightown Dunes and Meadows to HM Coastguard, Blundelsands
CPH 6e	HM Coastguard, Blundelsands to Crosby Leisure Centre, Brighton le Sands
CPH 6f	Crosby Leisure Centre, Brighton le Sands to Marine Lake, Crosby
CPH 6g	Marine Lake, Crosby to Port of Liverpool
CPH 6h	Port of Liverpool to Grimshaw Street, Bootle
CPH 6i	Grimshaw Street, Bootle to Huskisson Dock, Bootle
CPH 6j	Huskisson Dock, Bootle to Oil Street, off Waterloo Road, Liverpool
CPH 6k	Oil Street, off Waterloo Road, Liverpool to Pier Head Ferry Terminal, Liverpool
Directions Map CPH 6A	Liverpool Waters: Proposed direction under s24 and s25(1)(b) CROW
Directions Map CPH 6B	Hightown - River Alt saltmarsh and mudflat: Proposed direction under S25A CROW
Directions Map CPH 6C	Brighton le Sands, Crosby saltmarsh and mudflat: Proposed direction under S25A CROW

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

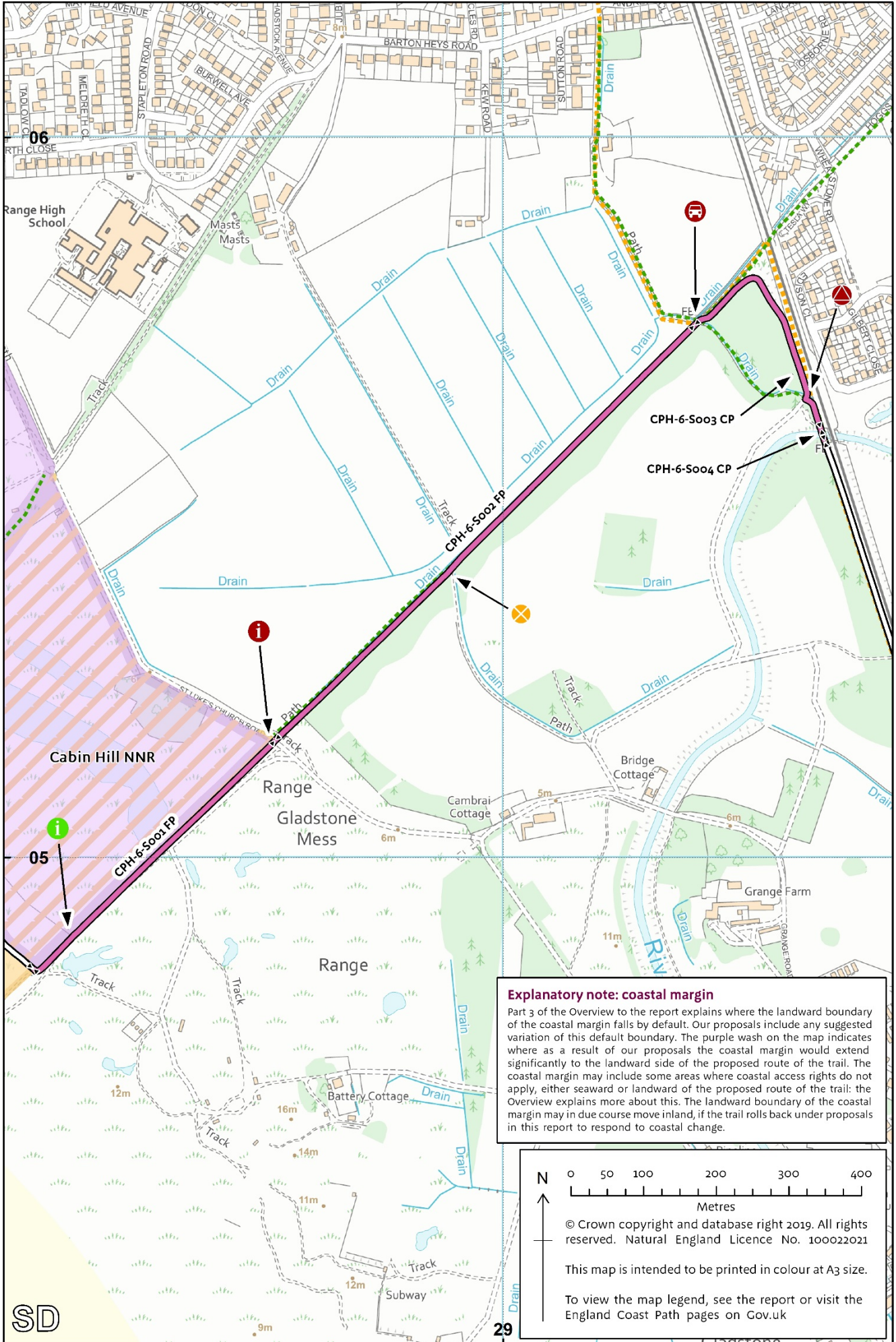
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.



Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

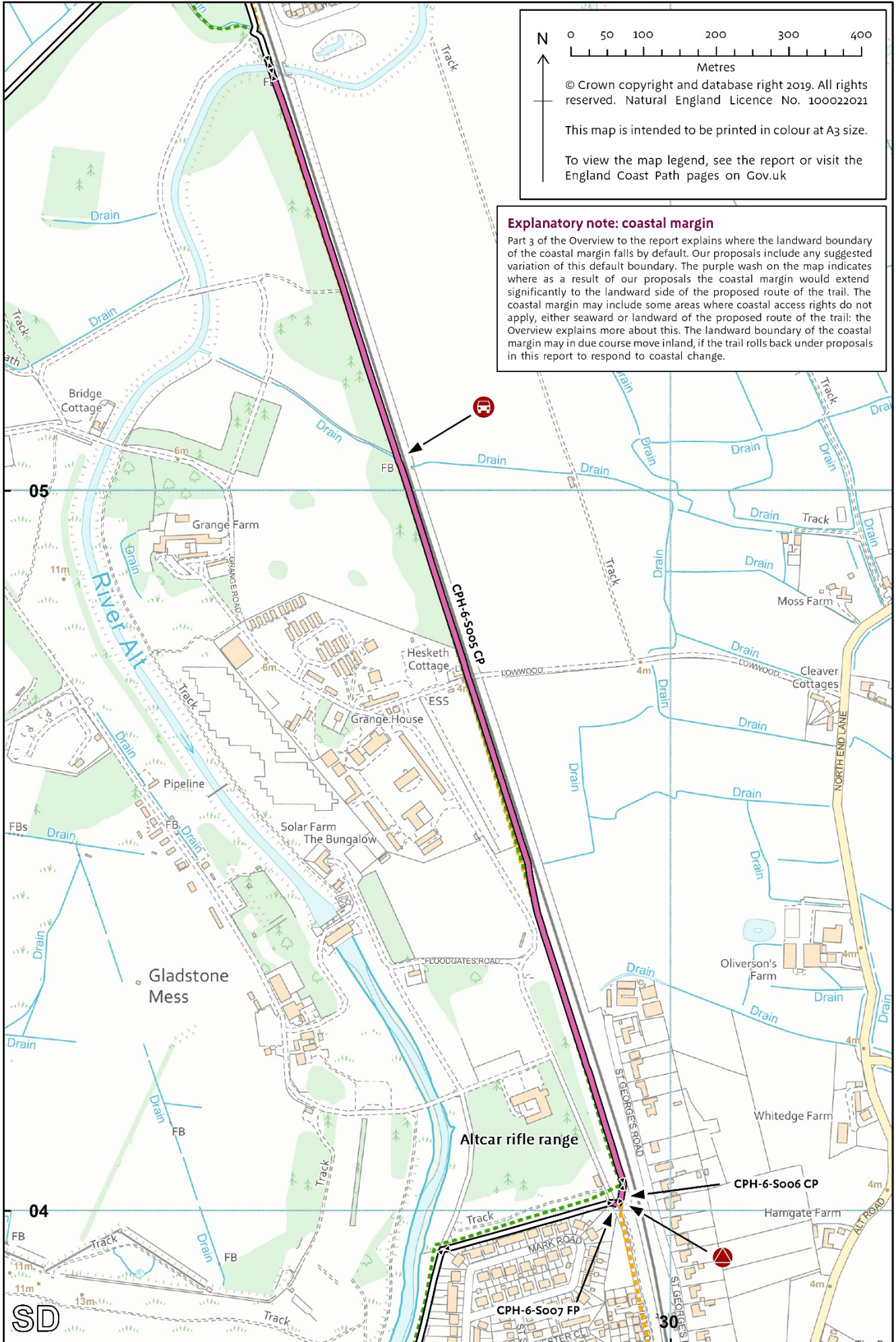
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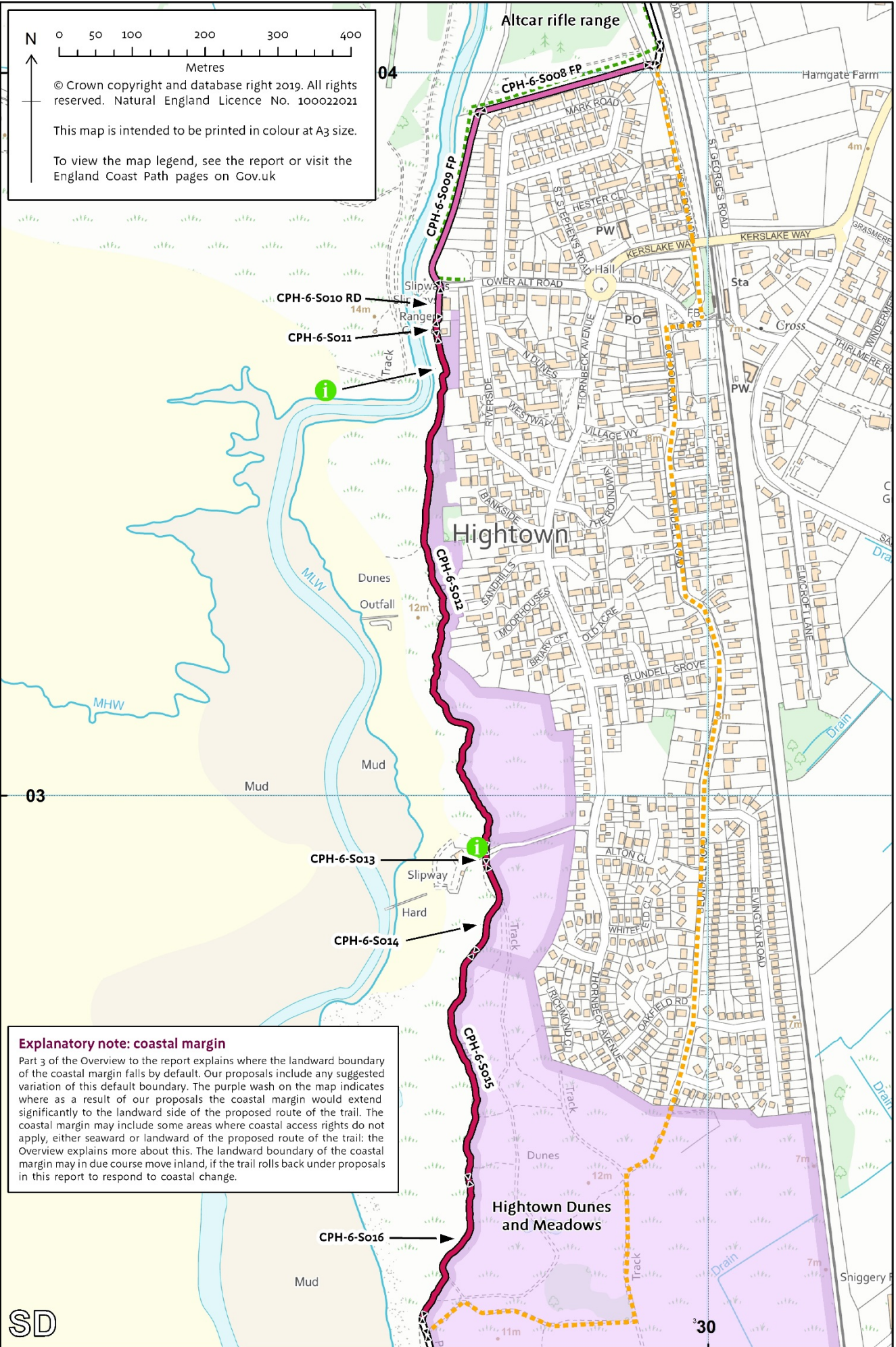
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This map is intended to be printed in colour at A3 size.

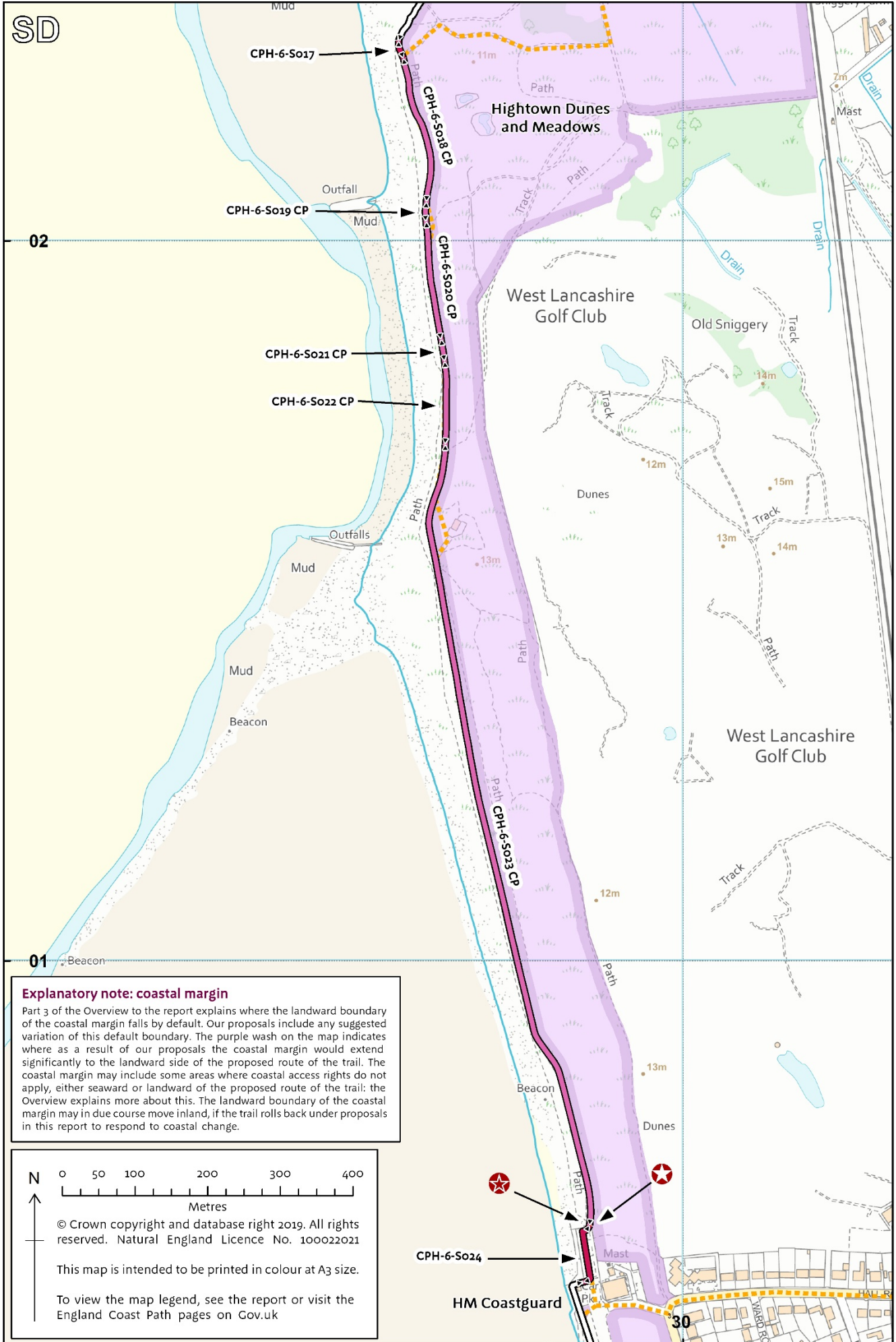
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

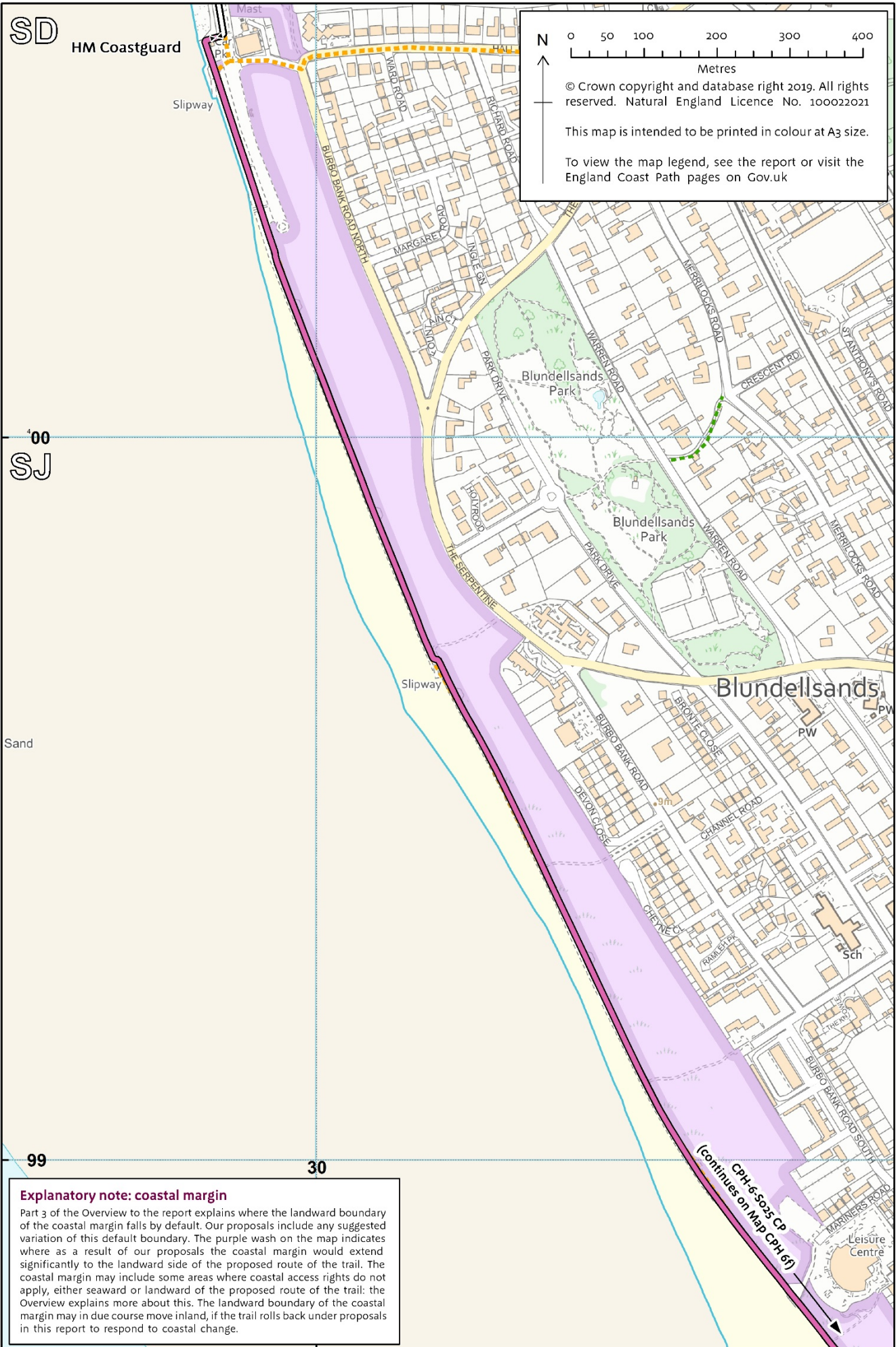


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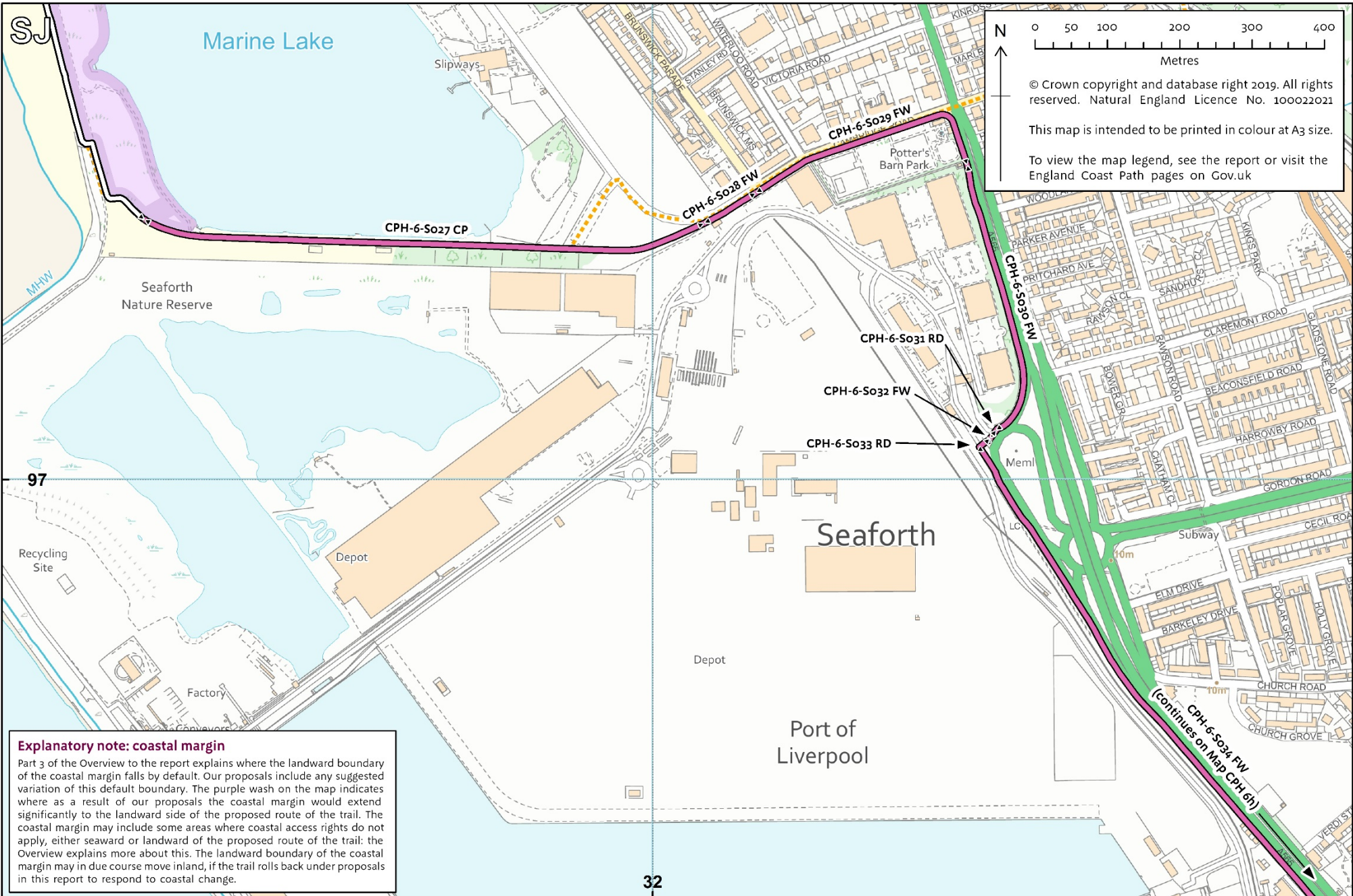


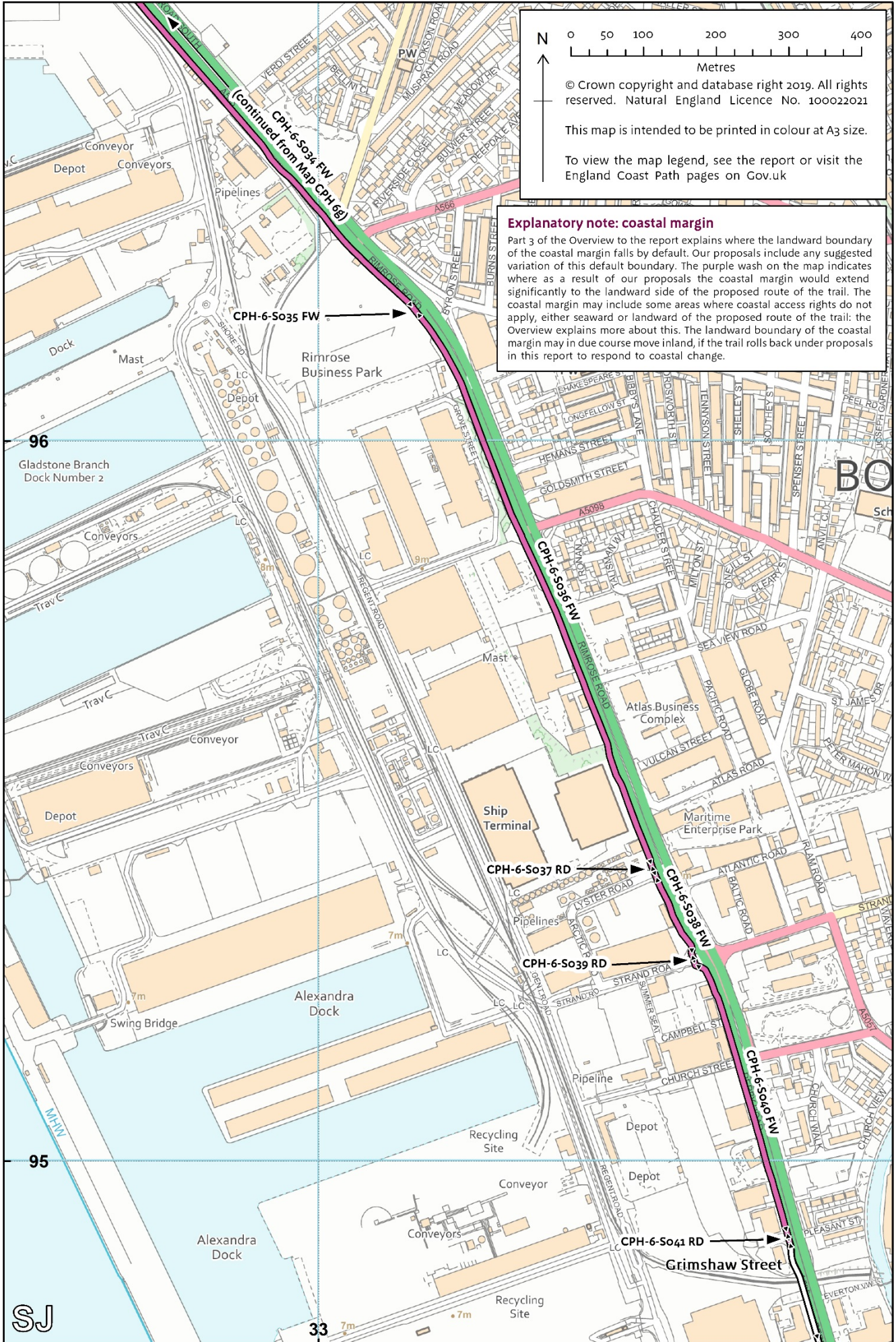


Map CPH 6f: Crosby Leisure Centre, Brighton le Sands to Marine Lake, Crosby

Explanatory note: coastal margin

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.





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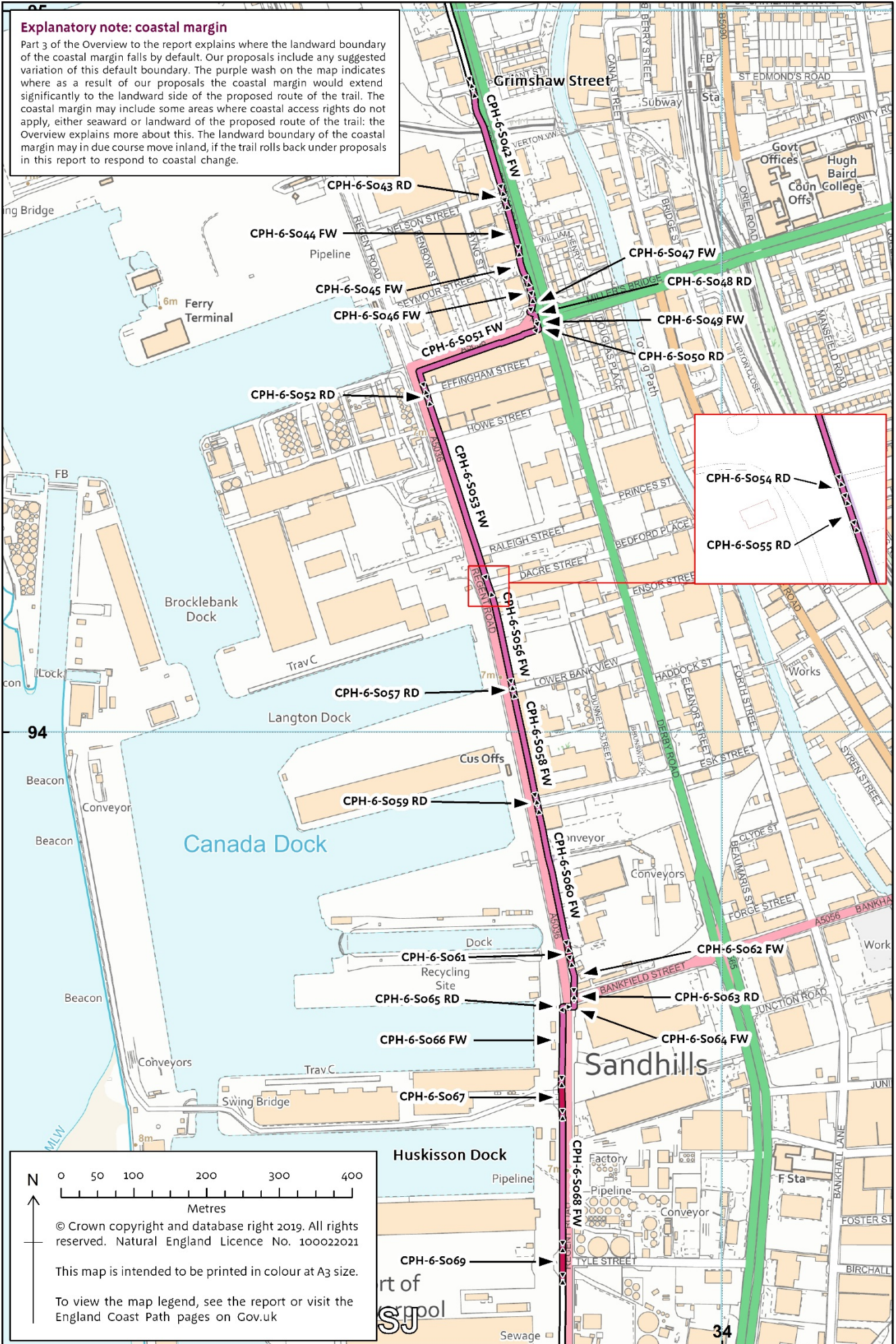
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Map CPH 6i: Grimshaw Street, Bootle to Huskisson Dock, Sandhills

Explanatory note: coastal margin

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

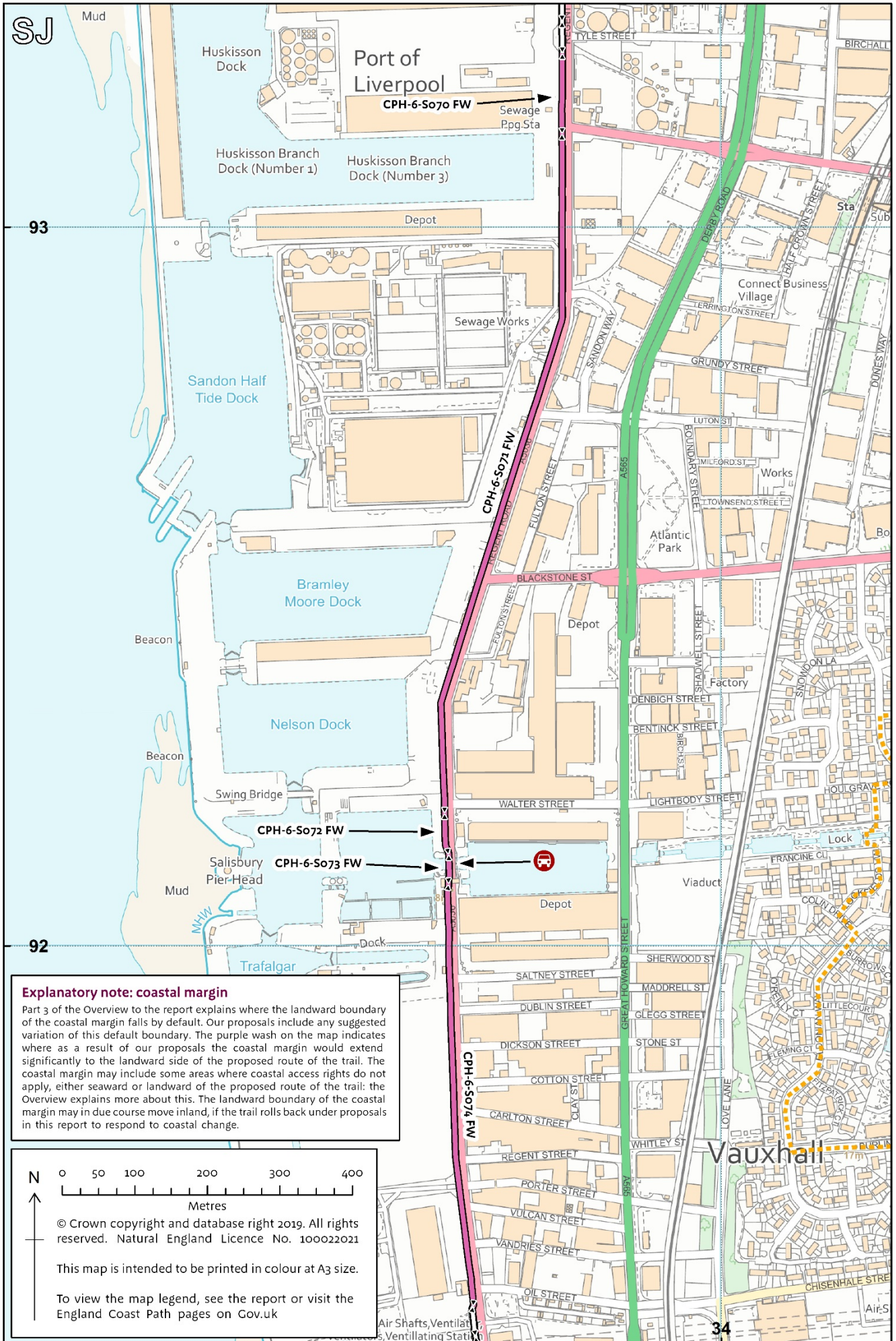


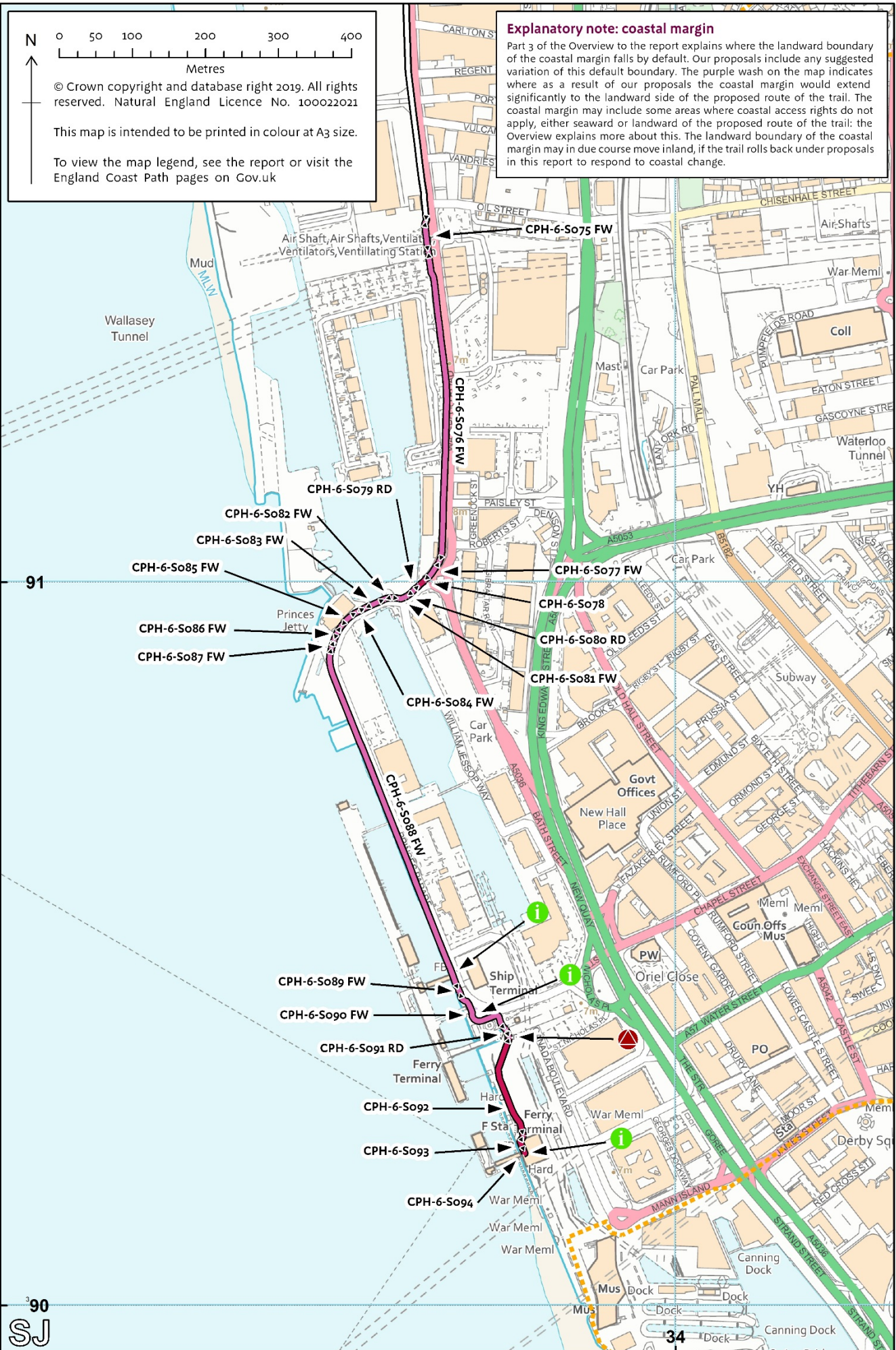
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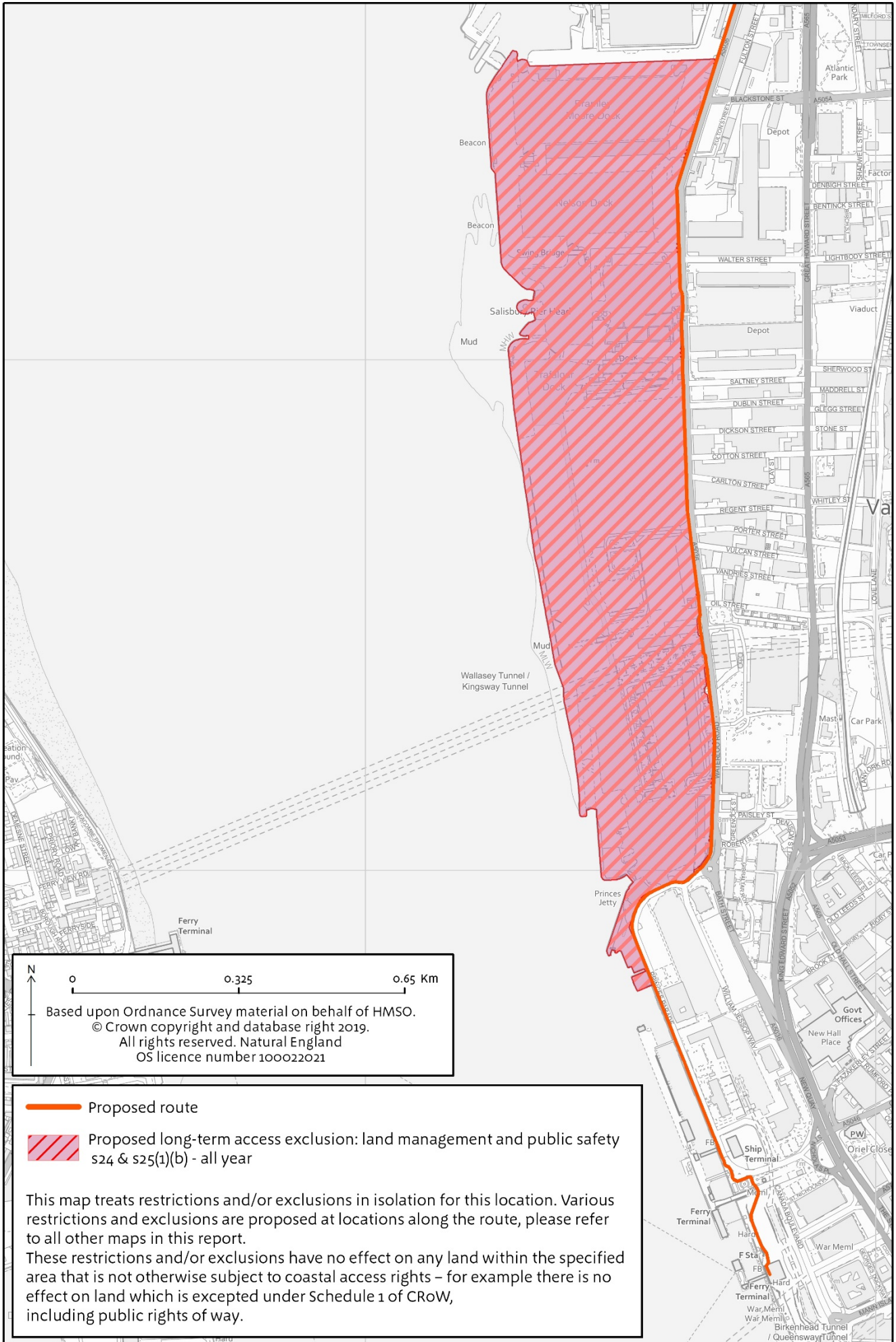
This map is intended to be printed in colour at A3 size.

To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

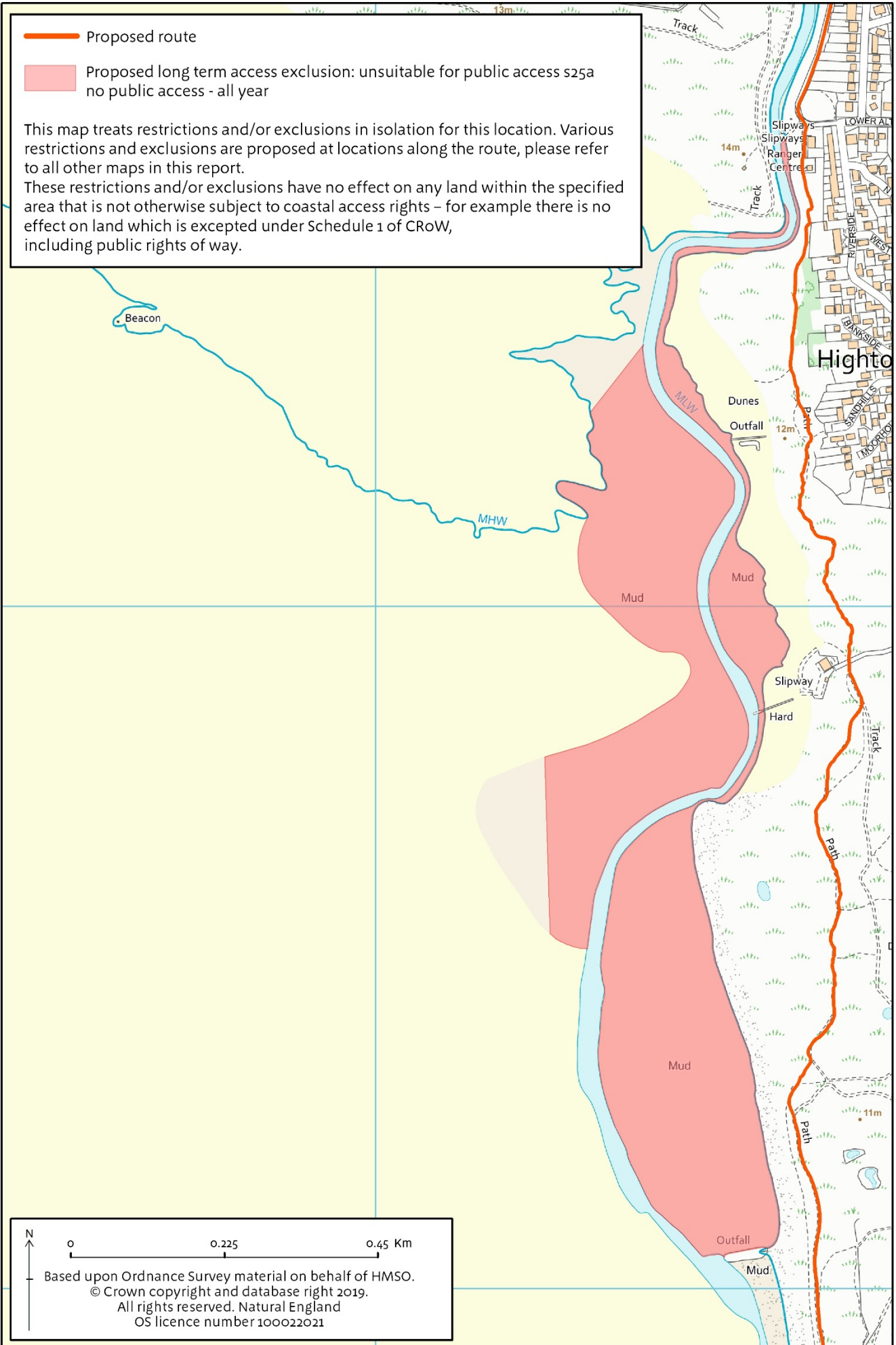




Directions Map CPH 6A: Liverpool Waters

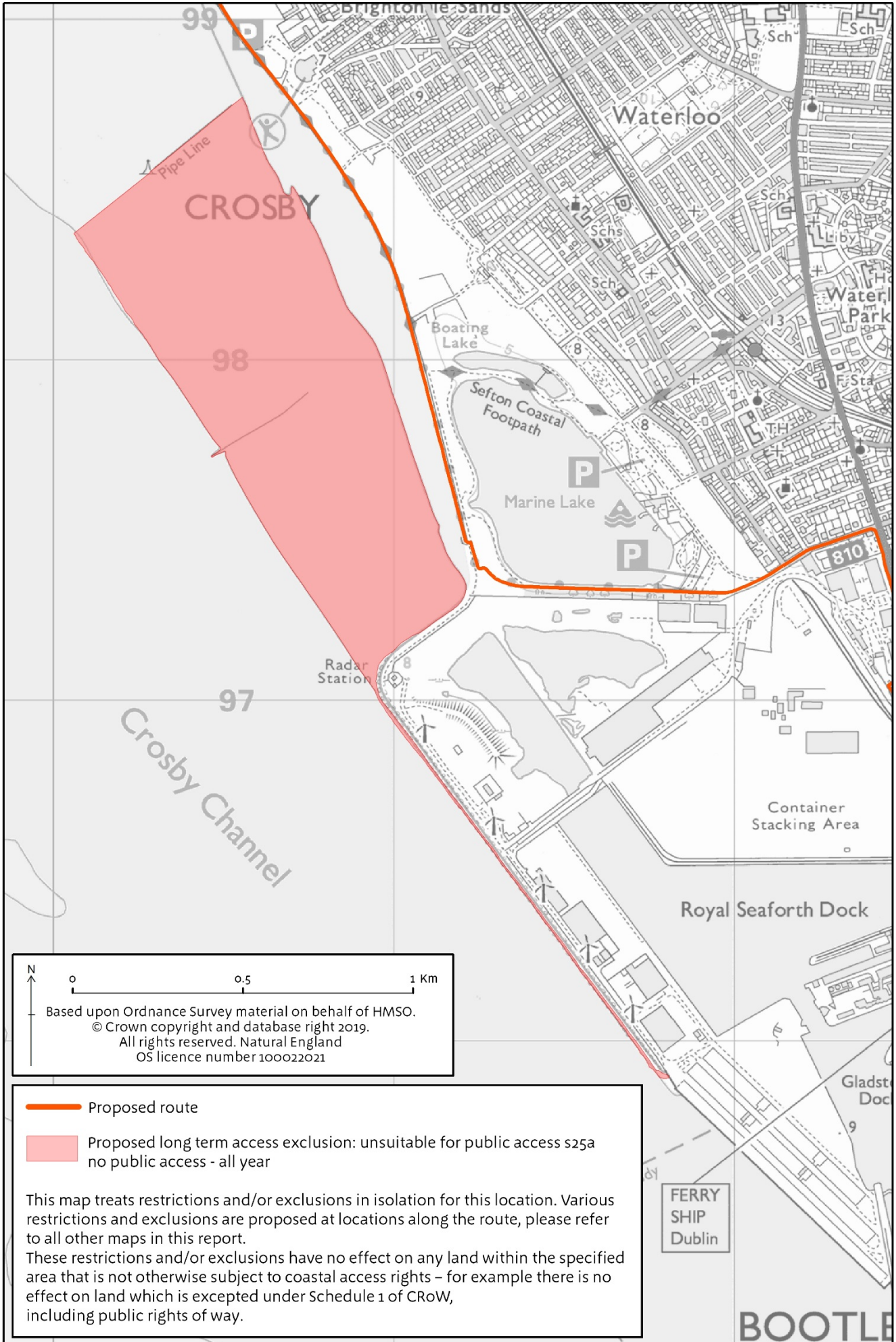


Directions Map CPH 6B: Hightown - River Alt saltmarsh and mudflats



Directions Map CPH 6C: Brighton Le Sands, Crosby saltmarsh and mudflats

Directions Map CPH 6C: Brighton Le Sands, Crosby saltmarsh and mudflats



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— Proposed route
 Proposed long term access exclusion: unsuitable for public access s25a
 no public access - all year

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report.
 These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CROW, including public rights of way.

BOOTLE